# PROPOSED STRATHCONA DESIGN BRIEF AMENDMENT REPORT AND RECOMMENDATIONS
## C.P.C. MAY 6th, 1981

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### Purpose

The purpose of this report is to provide a context for consideration of particular amendments recommended to the Strathcona Design Brief.

The proposed amendments are the result of a detailed evaluation of the existing commercial policies within the Design Brief. This was carried out in response to the submission of three separate applications for land use redesignations to permit regional scale retail development within Strathcona.

In addition to the re-evaluation of the existing commercial policies, detailed consideration was given to the type and scale of regional centre determined best for Strathcona and also, as to how the most appropriate site for such a development should be chosen.

A recommendation is made to amend the policies of the Design Brief. This recommendations is to accommodate the redesignation of the site which, in the opinion of the Planning Department, offers the greatest opportunities for the development of a Regional Centre.

An appendix is attached to provide further, and more detailed information.

### Introduction

A Design Brief for the Strathcona Area was approved by City Council on February 17, 1976. The approval was conditional requiring a study be carried out to examine the feasibility of preserving the Strathcona North slope. Upon completion of this study an amendment to the Design Brief was made in March, 1976.

### Purpose of the Design Brief

The basic purpose of the Design Brief was to provide a framework for policy decisions affecting both the private and public sectors. The development pattern as adopted provided for a maximum population growth of 42,000 persons in the area north of Richmond Road with the future development of the area to the south being recommended for further study. Land uses contemplated for the area south of Richmond Road include an employment centre, residential development, and a possible regional shopping centre.

### Commercial Policies within the Design Brief

The Design Brief made specific recommendations relating to the provision of commercial uses.. These include a sector centre of approximately 10 acres in size and a small neighbourhood commercial site of approximately 3-5 acres. A

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condition was imposed on the development of the sector centre which required the submission of a commercial floorspace evaluation prior to any development approval being issued. In effect, economic viability had to be demonstrated by the applicant prior to any approval, notwithstanding the policies and land use designations contained within the Design Brief. Further, it was recommended that the sector centre should be integrated with the City's decentralized service area and a multiple family node as part of a village centre proposed on 17 Avenue.

Current Situation

Despite the previously noted policies within the Design Brief governing commercial development within the Strathcona area, three separate applications for the approval of land redesignations to accomodate essentially, regional scale commercial facilities, have been received by the Planning Department.

Conformity to Design Brief Policies

As previously stated, all three applications propose a regional as opposed to a sector scale of development and as such do not conform to the Design Brief. Further, the site as proposed by the Nu-West Development Corporation includes land designated in the Design Brief for the sector centre. The other two applications, one received from Hudson's Bay Development and Trizac Corporation and the other from Jager Holdings Ltd. are located within the area south of the proposed Richmond Road. This area was recommeded for further study.

Options Available for Considering the Redesignation Applications

If the policies as stated in the Design Brief were to be implemented as originally intended then all three applications would be refused on grounds of their non-conformity. However, it should be noted that in the case of two of the applications (Nu-West and Bay-Trizac), the evaluative studies required by the Design Brief, were carried out. Both studies, independently, conculuded that regional scale commercial facilities were economically viable within Strathcona.

In light of the detailed information now available, and to be fully certain that the future commercial development of this area is soundly based, the option of permitting regional scale commercial development in Strathcona is a viable alternative. Further, the evaluation of all of the relevant issues is considered to be a prerequisite for any decision on the principle of development proposed within the applications.

Accordingly, it is then necessary to reconsider the current relevance of the original commercial policies of the Design Brief in light of the conclusions relating to the economic viability of a regional level of retail provision.

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Reconsideration

At the time the commercial policies of the Design Brief were developed, no detailed analysis or future projections as to retail floorspace requirements were carried out. In recognition of this, the Design Brief specifically included the requirement for an analysis of economic viability as a condition for the approval of the sector centre. Therefore, the current appropriateness of the commercial policies of the Design Brief is considered questionable.

As a direct result, it is necessary to look again at this policy area from first principles. In any such reconsideration a major element, must of necessity, relate to the economic analysis now available. Both of the consultants studies in developing the primary and secondary retail catchment areas for a regional shopping centre within Strathcona included a geographic area much larger than the Strathcona area as defined by the Design Brief. In effect, the anticipated trading area covers a wide area of the western suburbs of the City. In considering the implications and appropriateness of this coverage it is important to bear in mind the fact that the Strathcona area, as defined within the Design Brief is an integrated suburb within the western part of the City. Within this context it is appropriate to consider the establishment of facilities which serve a larger area than Strathcona itself.

Thus, in terms of general accessibility it would appear reasonable to conclude from both consultants studies that the western part of the City, centred in Strathcona, might be better or more conveniently served by the provision of a regional level of retail servicing.

Type of Development Suggested and Rationale

If, on the previous basis, an argument for need can be accepted, it then becomes necessary to consider what type of development would be in the best interests for the residents of Strathcona, residents of the western area of the City and indeed, residents of the total City.

To determine this requires carefull attention to the intent of the objectives contained within the Design Brief, and also, to bear in mind the requirements of the larger City wide context.

Among other things the Design Brief requires Strathcona to be developed in such a way as to ensure the development of a well serviced economical and convenient environment which facilitates the efficient operation of public transit and which also provides acceptable standards of private mobility. Accordingly, it is suggested that a centrally located, high intensity activity node, of not only retail but also including a full range of community and recreational facilities, would be appropriate. This concept is also consistent with the development of a regional scale retail function as a drawing focus for a wider range of uses and activities for the Strathcona and related area.

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However, while the principle of a regional scale retail provision is considered consistent, significant adaptions to the norm of such development would be necessary to ensure the social community and recreational needs of the area are fully met. In effect, the single use regional shopping centre concept is discounted in favour of a multi-use concept in terms of achieving the basic intent of the Strathcona Design Brief objectives.

Turning to the total City context it should be noted that pressure on the downtown core for new and increasingly dense office development has grown. This trend is particularly relevant when reviewed against present and likely future commuting patterns. In light of this, and in recognition of the general City policy relating to the decentralization of employment, it is considered appropriate that one use within any multi-use regional centre concept would be office employment. Thus an "employment base," independent of the retail function and developed in scale with both the regional centre and available transportation capacity, would represent a positive element within the multi-use centre and would also have a positive if limited, effect upon peak traffic flow conditions. This would be achieved by counter flow traffic movement as a direct result of the employment opportunities created. Thus, a development of this type could have favourable results at the larger city level.

Medium to high density residential development is considered compatible with a multi-use regional centre and could be effectively developed around or within such a complex.

Other uses considered not only compatible, but, in certain cases necessary, include hotels, social services, police, library, clinics, day care centres, theatres, cinemas, health clubs and sports facilities.*

Consideration of the Redesignation Applications as Submitted

Clearly, the scale of development envisaged within the suggested centre would necessitate only one site being approved. Yet, three competing sites have been submitted for approval. Thus some means of chosing between the options available must be developed.

In view, no doubt, of the obvious financial and investment benefits associated with any such approval all three applicants have exhibited receptivity to accommodating the range of uses, floorspace allocations to non-retailing facilities and other developmental conditions suggested for the multi-use centre. This has had the effect of precluding any direct evaluation of competitors on this basis. In response to this it has become necessary to develop a basic "theoretical regional centre", for evaluative purposes. The components of this theoretical centre are as follows;

* (see appendix III for further rationale of the Regional multi-use centre).

(a) Retail activities - covering the full spectrum from local convenience up to a maximum of three full range department stores (approximately 850,000 sq. ft.).

(b) Office uses - including medical, dental, insurance, etc. (approximately 200,000 sq. ft.).

(c) A hotel which could be combined with meeting facilities that would be available to other users of the centre.

(d) Municipal uses - including Decentralized City Services, for example, Social Services, Police, Library, a health clinic, day care centre, etc.

(e) Residential - medium to high density development possibly including social and senior citizens housing.

(f) Recreational uses - including theatres, cinemas, health clubs, sports facilities.

Development of Criteria to Choose the Best Site

To pick the best site it is first necessary to develop a methodology which facilitates the careful evaluation of the competing sites in terms of the range of characteristics or criteria which are determined to be important.

The major areas of evaluative criteria included Transportation, Planning, Aesthetic, Environmental and Site Size concerns. These are generally defined within the attached appendix.

Weighting of Criteria

Not only is it necessary to determine what criteria are important but it is also necessary to make decisions as to how important each particular criterion is in relation to the others. This process is called weighting the criteria. In this particular case the weighting was achieved by allocating a maximum scoring potential to each criteria reflecting its assigned level of importance. Thus, if an important criteria is well met by a particular site then it would score highly, a lesser important criteria if equally well met would be less advantageous in terms of the cumulative scoring. Following the addition of the total scoring for all the criteria then the site with the highest score, i.e. the one that best meets the particular combination of criteria and the relative importance assigned, is considered to be the most appropriate site.

Development of Mandatory Criteria

Subsequent to being satisfied that the areas covered by specific criteria adequately cover the important areas, mandatory criteria were developed. In effect, any site which could not satisfy the requirements of the mandatory criteria were automatically discounted from further consideration. The mandatory criteria developed

were Micro access, Macro access and Land Suitability. While not specifically utilized as a mandatory criteria, a minimum site size of 60 acres was agreed upon as being necessary to enable the scale of development anticipated. All sites met this basic requirement.

Development of Site Options

Having completed the listing of qualities/criteria on which the sites would compete, it was considered important that all possible site options should be considered. This was in essence, to ensure that the best interests of the City and also the Strathcona area were fully considered in arriving at a decision. To achieve this, possible sites where a Regional Centre could be developed were identified. These "theoretical sites", were evaluated on the same basis as the sites applied for by the private sector. In the event that a theoretical site represented the most advantages over its competitors, then, if it could be readily developed all three proposed sites could be refused. Thus, in addition to the three sites applied for by the redesignation applications, four additional sites were also identified. The four "theoretical sites" are shown together with the redesignation application sites on Appendix V.

Responsibility for Making a Recommendation as to the Best Site:

It was decided to establish a team from within the Administration to make the recommendation as to the most appropriate site. Senior representatives from the Planning, Transportation and Engineering Departments were appointed. A fundamental requirement was that all representatives either individually or in a corporate sense had available all of the information and facts necessary to make the evaluative decisions.

The process followed involved the review and acceptance of the approach as previously outlined. Critical to this was the acceptance by all team members of the corporate nature of the decision making process. In effect, the allocation of scores in terms of a site's ability to satisfy the criteria was carried out as a team, with all differences in opinion being resolved as a prerequisite to the allocation of a mutually accepted score. On this basis, a corporate recommendation on the most appropriate site, was possible.

Evaluation of Competing Sites in Terms of Locational Criteria

On the basis of the application of the mandatory criteria two of the theoretical sites (1 and 3), were discounted from further consideration. This elimination was essentially the result of anticipated difficulties in attempting to achieve adequate micro and macro access to both sites. In addition, both sites also would require extensive and unacceptable changes in the existing land form.

Conclusion of Evaluation Process

The analysis of the five competing sites in terms of their ability to satisfy the criteria produced the following order of site preference:

1. Nu-West Site
2. Bay/Trizec Site
3. Jager Site
4. Theoretical Site No. 2
5. Theoretical Site No. 4

While it is not possible to simplistically state in precise terms why the Nu-West site was considered to be the most appropriate, it is, however, possible to state some basic conclusions of the analysis and evaluation carried out and draw reference to this site.

The existing and proposed road network surrounding the immediate Nu-West site and also connecting it to the larger road network serving the City, were both considered very good for this site.

In relation to the opportunities available for the development and effective integration of the bus network, the Nu-West site again scored highly. Only Theoretical Site No.2 matched the Nu-West particular rating within this criteria area. In light of the fact that the Nu-West site is proposing a functional link into any future L.R.T. western leg, again, it rated higher in this area than any of its competitors. However, it should be noted that the scoring potential (weighting),of this particular category was influenced by the long term and somewhat uncertain situation involved and also the possibility of a possible weak linkage between L.R.T. access and the specific use of a multi-use centre. In terms of the likely impact on established communities, the Nu-West site rated marginally less favourable than both the Bay/Trizec and Jager proposals. The potential for Land Use compatibility was considered high although the highest score within this category was allocated to the Bay/Trizec site. In terms of the level of covenience to the existing and possible future surrounding residential development the Nu-West site rated among the highest. As in the case of the majority of the sites evaluated, the Nu-West proposal rated highly in this regard. In terms of visual prominence the Nu-West site scored lowest with all its competitors receiving higher ratings in light of their relatively concealed locations. The Nu-West site also complied with the minimum site size requirement established of 60 acres. This was also the case for the Bay/Trizec Jager, and was considered possible for all of the theoretical sites.

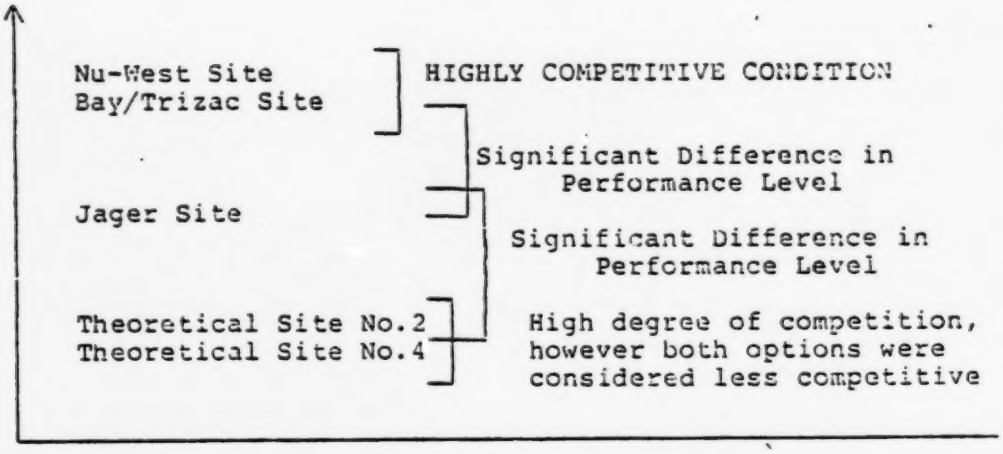
Summary of Evaluation Process

Thus, bearing all things in mind, the opinion of the recommending team was that the Nu-West site in terms of all the areas considered, better satisfied the number, and combination, of criteria determined important.

To provide the necessary qualifications to the teams rating it must be stated that although the Nu-West site scored the highest in terms of its ability to satisfy the criteria requirements used, its absolute level of advantage over its nearest rival, the Bay/Trizec site was considered small. Thus, the first two sites in terms of total scores were highly competitive with perhaps only a marginal difference between them. These two sites were however considered to be significantly better than the third highest site of Jager Homes Ltd. The difference between the Jager site and the Theoretical Site No.2 was also considered significant. Theoretical Sites No.2 and No.4 and the Jager proposal were judged to be less competitive due to the significant difference in performance ratings between these three when compared to that of the highest scoring sites.

In summary, the top two sites were strongly competitive with only a small level of differece between them. However, although small, the Nu-West site does, in the opinion of all the team members, offer certain greater opportunities for the type of development being proposed.

Site Hierarchy In Terms of Their Ability to Satisfy The Locational Criteria


Nu-West Site
Bay/Trizac Site
HIGHLY COMPETITIVE CONDITION
Significant Difference in Performance Level
Jager Site
Significant Difference in Performance Level
Theoretical Site No.2
Theoretical Site No.4
High degree of competition, however both options were considered less competitive

RECOMMENDATION

On the basis of the foregoing the Calgary Planning Commission should recommend to City Council:

(i) that the principle of approving a mult-use regional centre in Strathcona be accepted;

(ii) that the Nu-West site (17th Avenue and 69th Street), be approved as the location for the Regional Centre;

(iii) that in order to implement recommendations (i) and (ii) above, the Amendments recommended to the Strathcona Design Brief (Appendix II) attached to this report be approved.

Planning Commission Decision: (May 20/81)

1. The Commission RECOMMENDED to City Council that the principle of approval a multi-use regional centre in Strathcona be accepted in accordance with the Planning Recommendation subject to the following amendments to Appendix III which is a "Statement on desireable features of a regional centre including a regional level retail facility:

   a) Location amend paragraph three to read:

      "- The site should have good public transit services available and every effort should be made to maximize the use of public transit to and from the site and movement systems on the site should integrate well with the terminal points of that service, which should be closely integrated with the major activity points within the site."

   b) Site Layout amend paragraph four to read:

      "- Car parking should be provided in a way that results in efficient utilization of land with the emphasis on structured parking and does not result in vehicles adversely impacting pedestrian and other movement patterns within and around the centre nor create a visual blight for surrounding uses."

   c) Site Layout amend paragraph five to read:

      "- Pedestrian movement corridors should provide easy and direct access to and from public transit to public and recreational uses in an environmentally controlled or landscaped system."

   d) Site Layout amend paragraph six to read:

      "- A high standard of landscaping is required throughout the centre, especially in areas of useable public space in conjunction with major buildings, on the periphery and in surface parking areas."

   (MOVED BY GEORGE STEBER, Jr. - CARRIED, 7-0)

2. The Commission RECOMMENDED APPROVAL to City Council of the Nu-West site at 17th Avenue and 69th Street as the location for the Regional Centre in accordance with the Planning Recommendation.

(MOVED BY GEORGE STEBER, JR. - CARRIED, 5-1)

(Opposed by J. Long - I'm not opposed to this site however I do not feel that the Commission should preselect the site yet without the Department establishing their position and seeing how the applicants respond to the guidelines.)

(George Steber, Jr. - Absent for vote)

3. The Commission RECOMMENDED APPROVAL to City Council of the proposed Amendments to the Strathcona Design Brief in accordance with the Planning Recommendation.

(MOVED BY F. MCHENRY - CARRIED, 5-1)

(Opposed by J. Long - could not approve recommendation "2")

(George Steber, Jr. - Absent)

ACTIONS RECOMMENDED:

1. ACCEPT the principle set out in the report for approving a multi-use regional centre in Strathcona subject to the amendments to Appendix III as noted above.

2. Approve the Nu-West site at 17th Avenue and 69th Street as the proposed location for a Regional Centre in Strathcona.

3. Amend by resolution the Strathcona Design Brief in accordance with the above recommendation.

# APPENDIX I

## General Definitions of Locational Criteria

### Transportation

Micro Access: The immediate roads network serving the site must be capable of adequately serving the anticipated increased traffic flows, either in their present state or with improvements. If improvements are required they should be capable of intergration with the network serving the local area.

Macro Access: A high level of inter-connection with the major traffic network serving the City should exist, particularly in light of the proposed employment and social aspects of the Regional Centres functioning.

Bus Network Link: The site should provide the opportunity for a convenient and accessible focus for local level services and routing.

L.R.T. Network Link: The site should provide the opportunity for a meaningful connection to the planned L.R.T. route system in this part of the City.

Impact on Established Communities: The site should not result in an adverse impact on established Communities either directly or via transportation impacts.

### Planning:

Land Use Compatibility: Opportunities and flexibility should exist to ensure that the regional centre does not have an adverse environmental impact on any immediate or adjoining residential land uses and can be integrated with these to maximize usage. This would also include the impact on proposed communities.

Convenience to Exisiting and Proposed Possible Future Development: The Regional centre with its diverse range of uses must be located in such a way that its convenience to the existing committed and future residential development is maximized.

Land Suitability: The configuration, size and topographic features of the site should be such as to facilitate a high-density, mixed-use type of development with the related infra-structure and service provision. Further, it is also necessary that only a minimum level of alteration/disturbance to the natural environment result in major changes either to facilitate the development of the site or its servicing are not acceptable.

Avoidance of Delay: In view of the rapid development of the Strathcona area in particular, an adequate level of retail and service provision should be provided in the short-term future. It was recognized that in terms of the evaluation this potential for delay would relate to essentially physical concerns as the scheduling for the provision of facilities could be a condition of any approval.

Aesthetic/Environmental

Visual Prominence: The site should be capable of accomodating high density development without having to resort to building types and orientations that would have an adverse impact on the City Skyline e.g. by being excessively prominent.

Site Size

A site size of approximately 80 acres was recognised as having the greatest potential for optimum development conditions and flexibility.

APPENDIX II

Calgary Planning Commission
Strathcona Design Brief Amendment

:round

Strathcona Design Brief was adopted by City Council in
ıary, 1976 and amended in January, 1978. At that time,
ıajor focus of Strathcona was seen to be a "Village
re" which would include a sector centre shopping
.ity, decentralized City service facilities and other
.ities deemed appropriate. Since that time, the City
:eceived three applications for a much larger focal
: for Strathcona which includes regional scale retail
.ities.

Planning Department has now carried out a study to
.der what justification exists for such a facility and
might be considered as an appropriate location. The
:dures followed and results of this study are found in
:eport entitled "Strathcona Design Brief Amendment
:t and Recommendations", also found in this Agenda.

:eport concludes that such a facility is considered to
.able within the Strathcona area and, in the opinion of
:ecommending team, would best be located at 17th Avenue
50th Street S.W. This is the general area of the
ıssification application received from Nu-West, a report
ıich is also to be found in this Agenda. Approval of
Nu-West application would require several amendments to
Strathcona Design Brief.

:ING RECOMMENDATION

the Calgary Planning commission recommend to City
:il that the Strathcona Design Brief be amended as
ows:

On page 31 column 1, paragraph 3, delete the last part of the first sentence "and northward...17th Avenue.".

On page 34, column 1, paragraph 3, the sentence beginning... "Included in the area..." should be deleted up to the word "excluded", which should now start the last sentence of that paragraph.

Also on page 34, column 2, paragraph 2, the reference to the "Village Centre" should be changed to "Regional Centre". Further, the last sentence of that paragraph should be deleted and replaced with the following:

> "The tentative upper limit of this additional population will be determined at the Outline Plan Stage."

On page 36, column 2, the paragraph numbered 15 should now read:

> "15. A high density residential node...".

5. Map 13, Recommended Land Use Plan should be amended to reflect the Concept proposed in and around the Regional Shopping Centre as shown on the revised Map 13, attached.

6. Map 14, Conceptual Design, Village Centre should be deleted.

7. On page 41, column 2, the paragraph numbered 3, should be amended to read:

> "3. The major drainage... conservation area and urban development and construction will be limited to necessary transportation facilities."

On page 43, column 1, the paragraph numbered 12, the second point should read:

> "12. A crossing of the... with the roadway crossing."

8. On page 43, column 2, the major heading "F. Commercial Development", paragraph 1 should be deleted and replaced with the following:

> "Commercial land use proposed for the Strathcona area will include a regional centre and a small neighbourhood commercial site of 3-5 acres. The site for these two developments are shown on the land use plan. It is anticipated that the regional centre will be approximately 80 acres in size. This centre will include facilities for decentralized City services area and a multiple family development and will also imcorporate office employment."

9. On page 44, column 1, major paragraph, line 8, the words "Village Centre" should be replaced with "Regional Centre."

10. On page 44, column 2, paragraph 1, second sentence should now read:

> "The land uses contemplated for this area include an employment centre and residential development planned at a density of 22 people per gross acre."

11. On page 47, column 1, paragraph 1 should be deleted.

12. On page 47, column 2, point a) should now read:

> "a) With the exception of the Regional Centre area...."

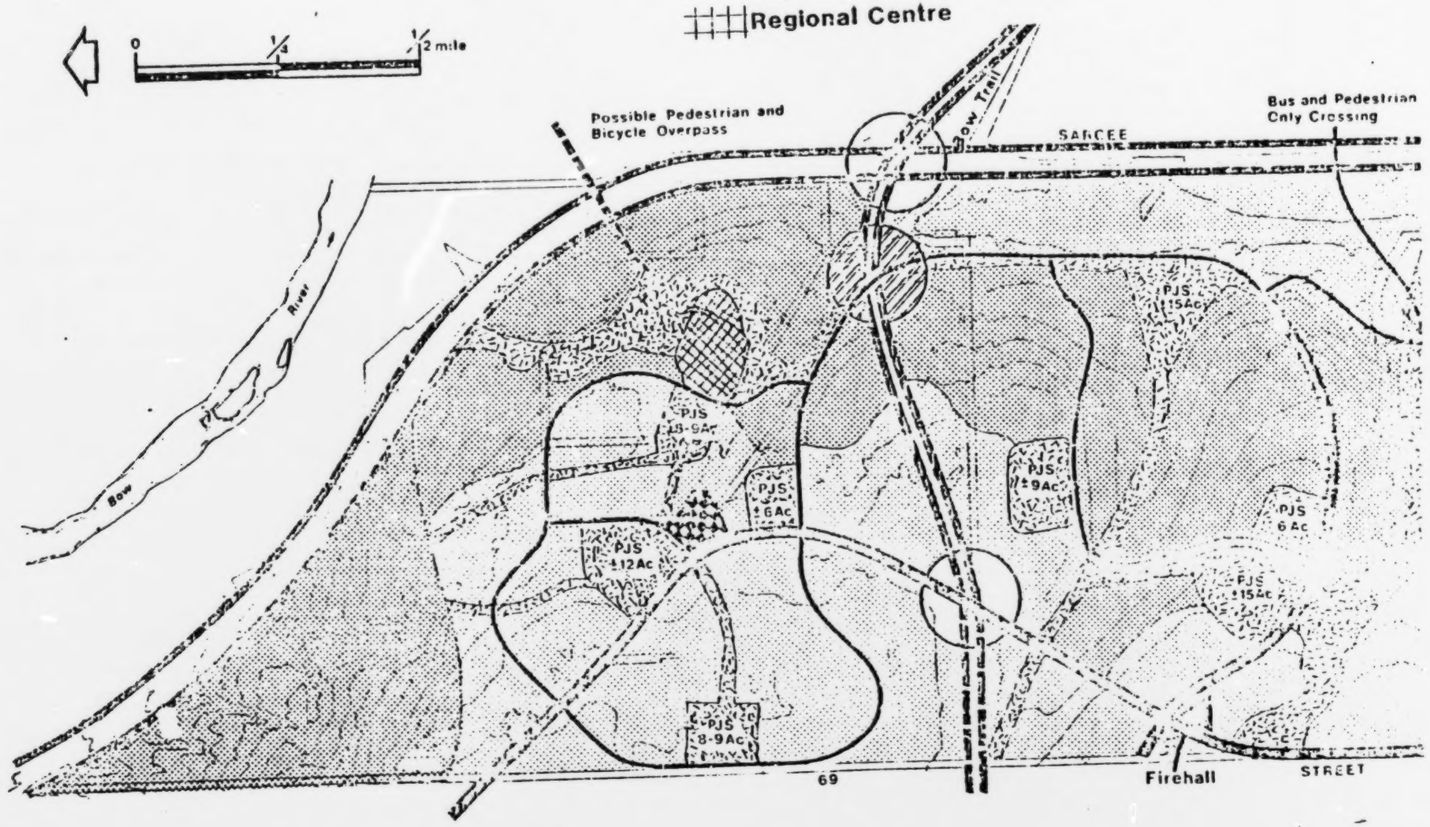
APPENDIX II cont'd

NOTE: The Map on this page and on the next should be viewed as one.

Commercial
Direct Control Residential Development Area
Low to Medium Density Residential
Park & Walkways

Possible Joint Use Sites
Area Requiring Further Study
Employment Centre
Higher Density Residential
City Transit Facilities
Regional Centre

0 1/4 1/2 mile



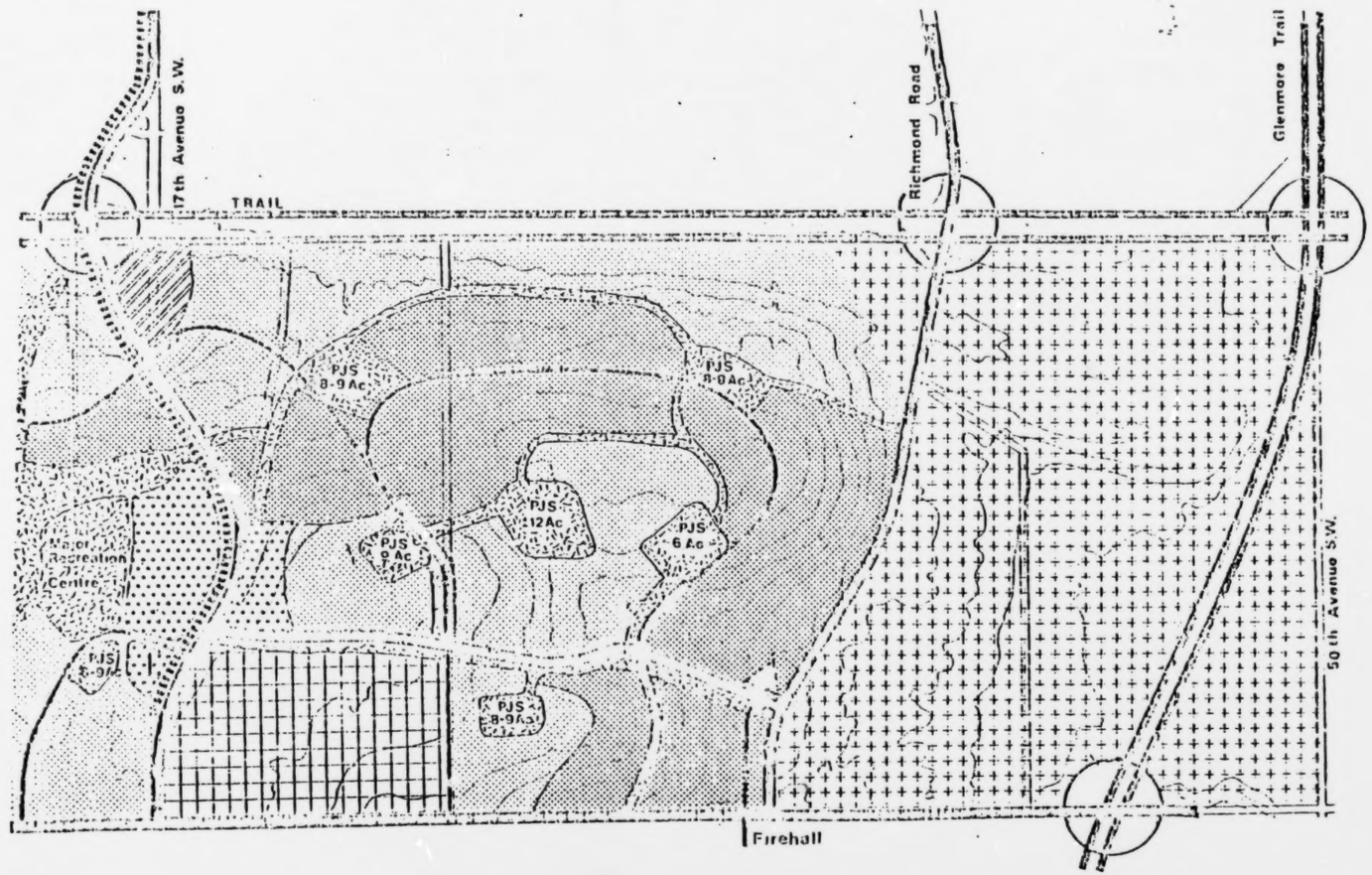
APPENDIX II con't

NOTE: The Map on this page and on the previous page should be viewed as one.



# RECOMMENDED LAND USE PLAN

**Map 13**



APPENDIX III

## STATEMENT ON DESIRABLE FEATURES OF A REGIONAL CENTRE INCLUDING A REGIONAL LEVEL RETAIL FACILITY

### Introduction

The Planning Department is of the opinion that Regional Shopping Centres need not, as has often been the case in the past, be merely large scale retail operations surrounded by surface parking with some small areas of ancillary uses such as offices. Rather, the regional retail component could be the focal point for a high intensity multi-use centre of activity. Such a centre is referred to below as a regional centre.

### Location

In general terms, a regional centre should be located so as to be an integral part of the urban area in which it is located; yet, it should not have an adverse impact on adjacent uses. In particular:

- The site should have good access to the city and regional road network, preferably at the intersection of a major and expressway or two major roadways and desirably along a mass transit corridor.

- The site should have good public transit services available and movement systems on the site should integrate well with the terminal points of that service.

- Access to the site should not require vehicles to travel on local and/or collector streets through residential areas.

- The location of the site should be such it is central to the primary market area it serves and good access for both public and private transportation can be provided to the standard required while minimizing capital costs to the City.

- The location of the site should be such that the local community can have good access to the centre, particularly those aspects of it which serve local needs.

### Possible Uses

As a general objective, such a centre should be capable of meeting the needs of consumers for access to the goods and services of a regional level that they required under the best possible conditions of comfort, convenience, safety and economy. Such a centre can and should also provide some of the neighbourhood services required by the adjacent areas. The following is a list of the type of uses which could be included in a regional centre. It would obviously not be appropriate to have all such uses in one building, rather they should be located appropriate to their needs with suitable linkages between.

...2

- Retail activities - covering the full spectrum from local convenience up to full range department stores.

- Office uses - including medical, dental, insurance, etc.

- Hotels - which could be combined with meeting facilities that would be available to other users of the centre.

- Municipal uses - including Decentralized City Services, for example, Social Services, Police, Library, clinics, day care centres, etc.

- Residential - medium to high density development possible including social and senior citizens housing.

- Recreational uses - including theatres, cinemas, health clubs, sports facilities.

Site Layout

In general, the site should be laid out such that compatable uses have a functional and visual identity and in a way that ensures minimum adverse impact and appropriate interaction possibilities with adjacent areas.

- The site must have good ingress and egress from the major (expressway) road system.

- The site should be developed at a medium to high intensity to ensure the effecient utilization of land.

- Car parking should be provided in a way that results in efficient utilization of land and does not result in vehicles adversely impacting pedestrian and other movement patterns within and around the centre nor create a visual blight for surrounding uses.

- Pedestrian movement corridors should provide easy access to all major activity centres and good access to public transit if possible in an environmentally controlled or protected system.

- A high standard of landscaping is required throughout the centre, especially on the periphery and in surface parking areas.

- The total development should be sensitive to the topography and try to maximize its inherent features.

- The centre should be laid out so that uses that operate outside of normal shopping hours are easily accessible and support each other so as to extend the hours of activity in the centre.

- The phasing of the development should be such that it is capable of operating in an efficient way at all stages.

- Open spaces should be provided where appropriate in the centre to provide visual relief and appropriate activity opportunities for the adjacent land uses.

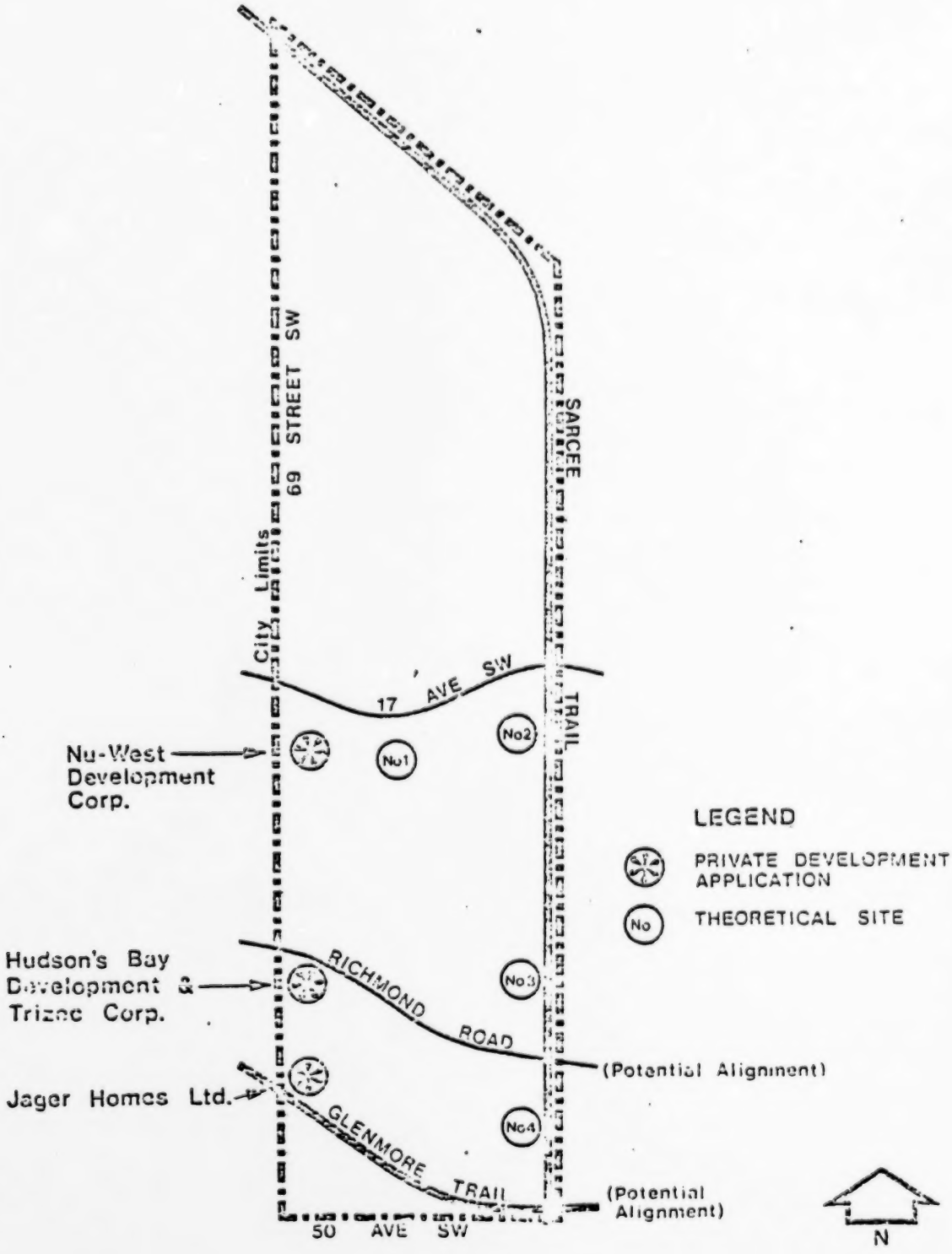
JB/sj
IP-184
81/4/28

APPENDIX IV

REGIONAL LEVEL MULTI-USE CENTRE LOCATIONAL CRITERIA

| | TRANSPORTATION | | | | | PLANNING | | | | AESTHETIC/ENVIRONMENTAL | SITE SIZE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SITE | Micro Access | Macro Access | Bus Network | L.R.T. Network | Impact on Established Communities | Land Use Compatibility | Convenience | Land Suitability | Avoidance of delay | Visual Prominence | Preferable 80 Acre Site |
| NW-WEST | | | | | | | | | | | |
| CENTRIZAC | | | | | | | | | | | |
| JAGER | | | | | | | | | | | |
| SITE NO.1 | | | | | | | | | | | |
| SITE NO.2 | | | | | | | | | | | |
| SITE NO.3 | | | | | | | | | | | |
| SITE NO.4 | | | | | | | | | | | |

# REGIONAL CENTRE LOCATIONAL OPTIONS (APPENDIX V)



ADDENDUM ("Christie" Site Evaluation)

Context

In view of the previously expressed desire to consider not only the sites submitted by the Private Sector but also to include other possible or theoretical sites, it was necessary to carry out a further site evaluation.

The "Christie", lands have recently been acquired by a developer (Costain Limited), and while no formal application has been received by the City to redesignate this site, the possibility of such action was appreciated.

Thus, to ensure a fully comprehensive approach the Christie property was evaluated on the same basis as all previous site options.

Evaluation

In terms of both micro and macro access considerations this site was considered highly competitive with the top two sites as previously rated (Nu-West and Bay/Trizac). In effect, the Cristie site was rated second only to the Bay/Trizac site in terms of its satisfaction of these two criteria. The Nu-West Site however, came a close third. In relation to the bus and LRT opportunities this property, understandably in view of the proximity, rated equally highly with the Nu-West property, while the Bay/Trizac Site scored less favourably in both of these areas. In relation to the impact on established communities the Christie Site rated equally with the Nu-West Site, however both of these ratings were marginally less than the case of both Bay/Trizac and Jager Sites. Land use compatability was rated highly although the Nu-West and Bay/Trizac Sites were considered better from this perspective. Little variation existed between the Nu-West Bay/Trizac and Christie Sites in relation to the convenience criteria with the latter being rated only marginally lower than the other two. In relation to land suitability both the Nu-West and Bay/Trizac sites rated significantly better than the Christie site. In terms of the visual prominence of any propossed Regional Centre development the Christie Site was considered less favaouably than the Nu-West Site. The highest ratings for this category were given to the Bay/Trizac and Jager Sites. The particular topography of the Christi Site was considered such that some element of developmental constraint was anticipated in terms of optimum site size standards. The Nu-West and Bay/Trizac Sites were not considered to have constraints in this regard.

Conclusion

Thus, in consideration of all of the factors involved relating to satisfaction of criteria, the Christie property was rated significantly less highly than both the Nu-West and Bay/Trizac Sites. The Christie Site was, however, considered a better Site than that proposed by Jager Holdings Ltd. The degree of competition was not close with the Christie property being considered substantially better. Thus, in a new site hierarchy the Christie Site would now be in third position and the Jager Site would become fourth in terms of Regional Centre development opportunities.

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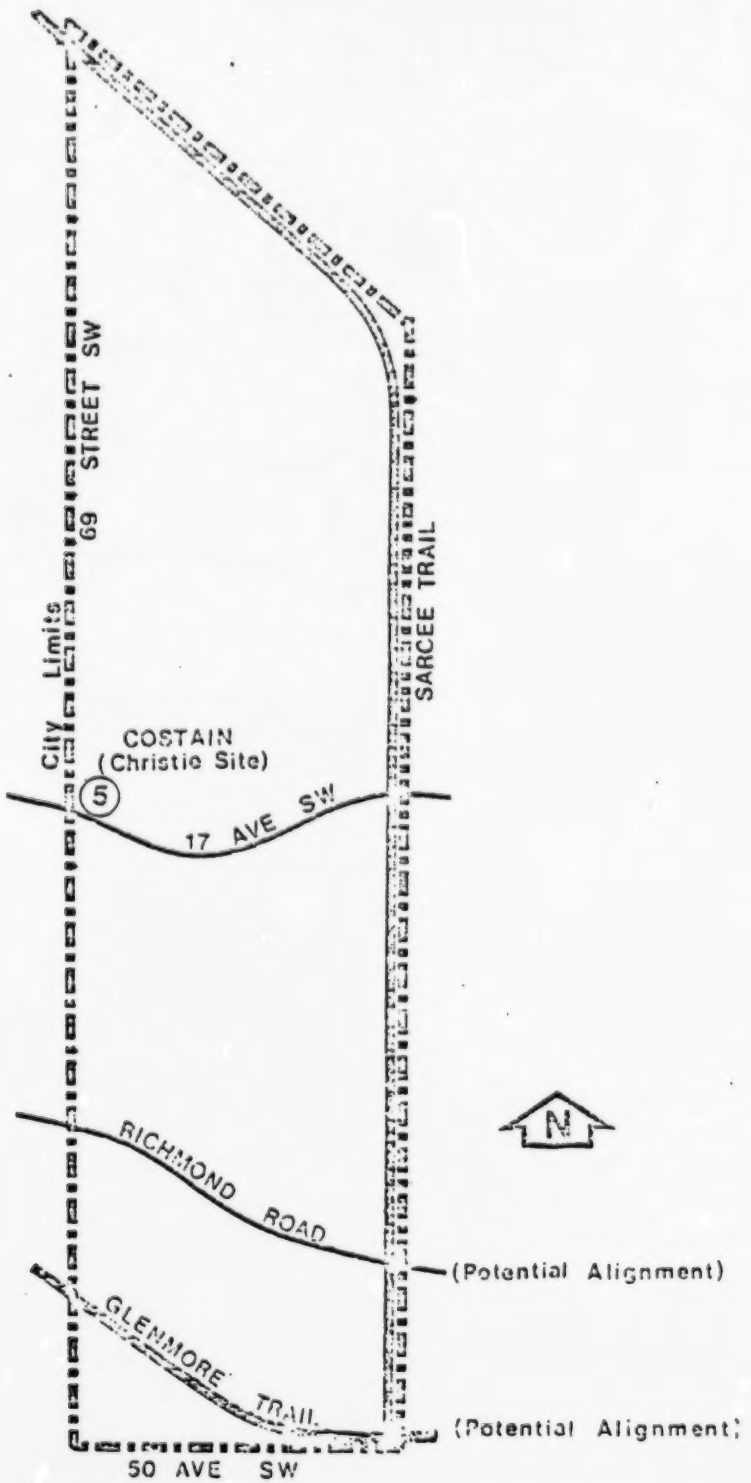

City Limits
69 STREET SW
SARCEE TRAIL
COSTAIN
(Christie Site)
5
17 AVE SW
RICHMOND ROAD
(Potential Alignment)
GLENMORE TRAIL
(Potential Alignment)
50 AVE SW
N

Page 3

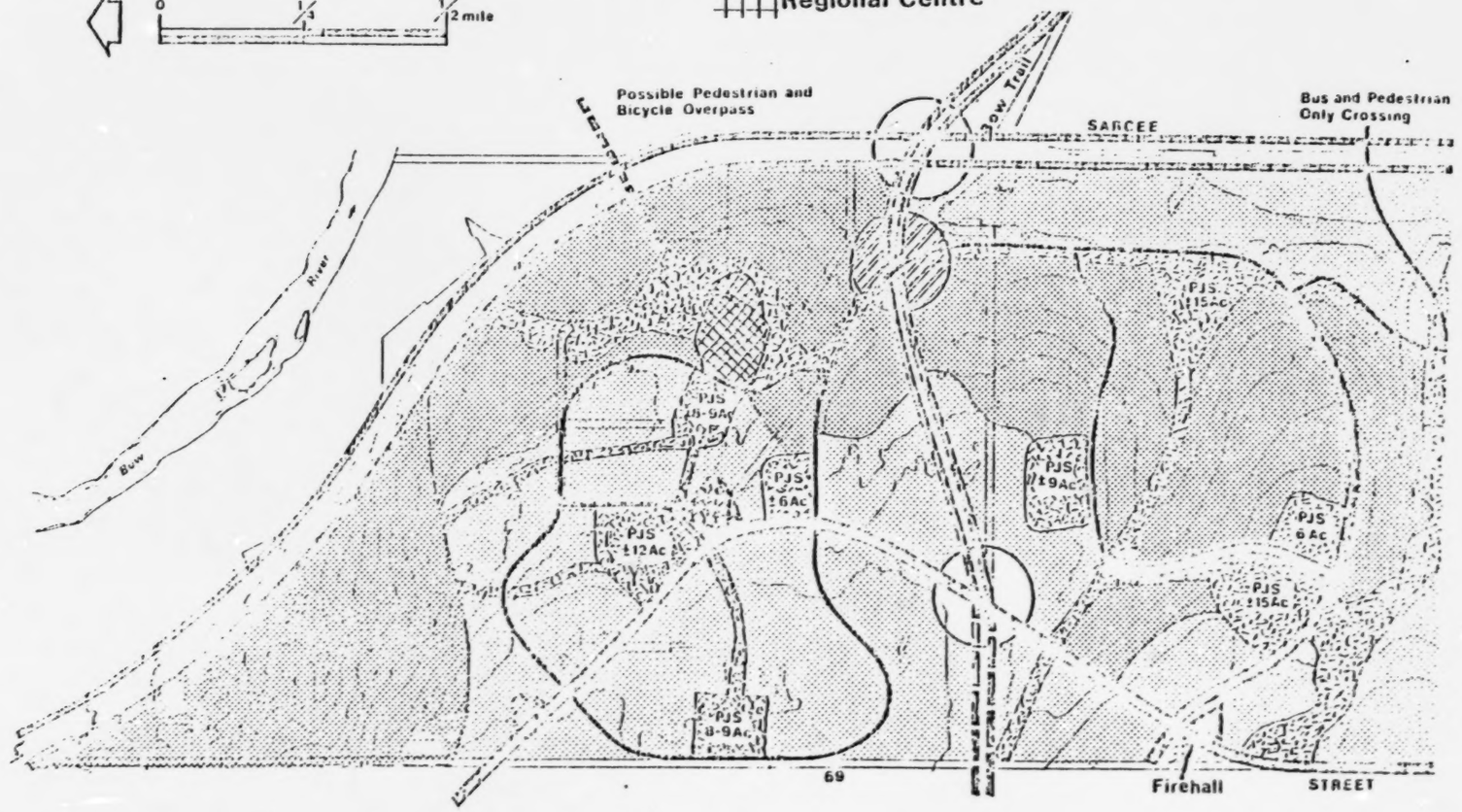
ATTACHMENT II continued

NOTE: The Map on this page and on the next should be viewed as one.

Commercial
Direct Control Residential Development Area
Low to Medium Density Residential
Park & Walkways

Possible Joint Use Sites
Area Requiring Further Study
Employment Centre
Higher Density Residential
City Transit Facilities
Regional Centre

0 1/4 1/2 mile



POOR

QUALITY

ORIGINAL